(b) There are no statutory regulations regarding utilisation of aircraft. However, all aircrafts are maintained strictly according to the norms stipulated by the manufacturers and duly approved by the Director General of Civil Aviation. Various maintenance checks are carried out at specified intervals and certified by appropriately licensed Aircraft Maintenance Engineers. The officials of the DGCA also carry out random checks to ensure that the stipulated requirements are adhered to by the airlines.

(c) None. All the aircraft operated by Indian Airlines hold the current Certificates of Airworthiness.

(d) Yes, Sir.

Losses of Air India due to Agitation of Staff

83. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the present staff problem in Air-India has been resolved;

(b) what is the exact amount of loss suffered by Air India due to recent agitation by the staff;

(c) whether there is any long-term plan to resolve recurring staff matters in Air-India; and

(d) whether there is any proposal to conduct a scientific study to compare the strength of staff, salary structure and expected workload of the staff of Air-India with other international airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) No, Sir. The problem has not yet been resolved fully.

(b) The estimated loss of revenue calculated for the period 30th September, to 26th October, 1988 is rupees Seven crores approximately.

(c) Staff matters are resolved as and when these arise.

(d) Staff strength and salary structure are reviewed from time to time.

Losses of Air India

84. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the loss suffered by Air India for the year 1987-88;

(b) what are the principal reason for the same;

(c) what remedial measures are being taken by Government in this regard; and

(d) what is the expected loss during 1988-89?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) Air India incurred a loss of Rs. 43.41 crores during the year 1987-88.

(b) Principal reason for the losses in 1987-88 have been due to :—

(i) Drop in total revenue due to fall in yield.

(ii) Impounding of one aircraft at Lagos.

(iii) Additional interest and depreciation burden due to acquisition of aircraft.

(iv) Higher fuel prices.

(v) Higher wage bill due to interim relief.

(vi) Higher landing charges in India.

(c) Following steps have been taken to further improve the performance of Air India:—

(i) Faster non-top services between India and U.K have been introduced from 15th February, 1988.

(ii) Special Cell has been created for Business Class traffic with a view to improve the yields.

(iii) Efforts are being made to improve inflight services and ground handling.